

## INDUSTRY MEETING SET FOR OCTOBER 6

Wilson Call Issued to Reach  
Common Ground in Con-  
duct of Affairs.

## PERIL IN WAR WASTAGE

Note Summoning Leaders Tells  
of Crisis in Economic  
Development.

## Special Despatch to The Sun.

WASHINGTON, Sept. 4.—The industrial conference called by President Wilson to bring about fundamental changes in the relations between capital and labor will meet in Washington, October 6. The date was made known to-day, when the White House gave out a letter sent by the President to several national organizations asking for the nomination of representative leaders to the conference.

Forty-five men are to be named to serve, fifteen of them representing industry, finance and production, fifteen representing labor, and fifteen representing the public.

President Wilson's letter to organizations asking for the nomination of representative leaders to the conference was sent to Magnus W. Alexander, managing director of the National Industrial Conference Board, Boston; Samuel Gompers, president of the American Federation of Labor; William G. Baker, Jr., president of the Investment Bankers Association, Baltimore; J. N. Tamm, president of the American Bar Association, Washington; W. L. Garrison, president of the National Grange, Peoria, Ill.; C. S. Barrett, president National Farmers Union, London, Ont.; and Hon. L. F. Ferguson, president Chamber of Commerce of the United States, Washington.

The letters were: "For the purpose of reaching a possible common ground of agreement and action with regard to the future conduct of industry, I desire to obtain the combined judgment of representative employers, representative employees and representatives of the general public conversant with these matters, and for the accomplishment of that purpose I have decided to call a conference of five persons to be selected by the Chamber of Commerce of the United States of America, five persons to be selected by the National Industrial Conference Board, fifteen persons to be selected by the American Federation of Labor.

Three persons to be selected by the National Industrial Conference Board, fifteen persons to be selected by the American Federation of Labor, and fifteen persons to be selected by the Chamber of Commerce of the United States of America. The purpose of the conference is to bring about fundamental changes in the relations between capital and labor, and to reach a possible common ground of agreement and action with regard to the future conduct of industry. The conference will meet in Washington, October 6.

Plan to Relieve Conditions.  
"The wastage of war has seriously interfered with the normal course of our industrial and economic development. The nervous tension of our people has not yet relaxed to normal. The necessity of devising a plan to speedily recover from this condition and obviate the wastefulness caused by the continued interruption of many of our important industrial enterprises by strikes and lockouts emphasizes the need for a meeting of minds in a conference such as I have suggested. I am sure that your organization will gladly bear the expenses of its own representatives to a conference called for such an important purpose, and I would therefore request that you select five persons to act as the representatives of the National Industrial Conference Board in the conference, and advise the Secretary of Labor of the names and addresses of the persons selected, so that they may make the necessary arrangements for the meetings.

Director-General of Railroads Hines sent an ultimatum to striking railroad shopmen in three sections of the country to-night, giving notice that unless they returned to work by a given hour on Saturday that they would be dropped from the rolls and their places filled. Three telegrams were sent out by the Director-General, one to Regional Director Hardin in New York City with reference to striking New York Central men at Depew, one to Regional Director Markham with reference to B. and O. men at Cumberland, Md., who are out, and one to Regional Director Holden with reference to C. and D. men at Haverlock, Neb.

Message About Strikers.  
In substance the messages were identical. That to Regional Director Hardin follows: "I am advised that certain mechanical department employees of the New York Central Railroad at Depew are engaged in a violation of the agreements with the individual railroad upon which they have been employed and in violation of the agreement for adjustment of the grievance between the Federal Railroad Administration and the chief executives of the organizations to which the strikers belong, as well as in violation of the law of the organization of which they are members.

The chief executives of these organizations have definitely instructed their members to return to work. Will you please at once instruct the Federal Railroad Administration and the chief executives of the organizations to which the strikers belong, as well as in violation of the law of the organization of which they are members.

FILMS TO AID HEALTH DRIVE.  
State Plans Educational Campaign in Housing and Industry.  
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MAIL CLERKS BAR UNIONISM.  
Proposal to Affiliate With A. F. of L. Rejected.  
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ATLANTIC CITY, Sept. 4.—Delegates to the nineteenth annual convention of the United National Association of Post Office Clerks to-day gave the cold shoulder to proposals to affiliate with the American Federation of Labor. After extended debate resolutions were adopted expressing the conviction that unionism should be barred from the postal organization. Better results could be obtained by keeping the organization free of all outside influences, the speakers declared.

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Aldermen to Vote \$100,000  
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## DIVISION HELPERS HIT

Hylan Committee's Rebuke of  
"Self-Constituted" Body  
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## Only Way to Get Cheaper Shoes, Warns Veteran Manufacturer.

The way to lower the price of shoes is to place an embargo on the export of shoe leather from the United States, James S. Coward, shoe manufacturer and retailer, 270 Greenwich street, said yesterday. He finds that the principal cause of the tremendous price jump is competition among foreign buyers of American leather. He holds that America needs all the leather it can get for its own shoes.

"Let me start with an illustration," he said. "Not long ago a quantity of sole leather was offered to us at 95 cents a pound. I told the buyer at the factory to take it. He tried to do so, but found that a French buyer had come along and bought the leather at \$1.15 a pound. This is a sample of what is happening every day. Why can't the Government place an embargo on the export of our hides and making us pay for it."

The condition produced by foreigners bidding against each other for our sole and upper leather is principally responsible for the present cost of footwear in this country. Upper leathers have risen almost beyond the reach of American manufacturers who would rather shut up shop than cheapen quality.

"Labor is one of the factors, yes. Counting from 18 to 25 cents an hour four or five years ago, it now averages from 65 to 75. But the main factor is the American leather that ought to be available to American manufacturers is going abroad and if we get any of it we have to pay prices that are fixed by foreign competition.

The result is that we, who would prefer to sell shoes to the public at 15 or 16 a pair, as we used to do, have to charge \$18 or \$19, and are not making a cent more profit than we did at the low price.

"I favor an embargo, or at least a heavy export duty, on all leathers. In view of the prevailing uncertainty and cost of replacements, I don't know that I blame the members of the leather trade for putting leather away and holding it for whatever price they can get. But I do say this: You stop Europe from carrying away our leather and we'll be able to charge you less for shoes than we do now."

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## POSTAL AIDS TO GET \$150 A YEAR RAISE

Bill Passed by House Affects  
250,000 Employees.

## 20 DAYS FOR CONTEMPT.

Justice Cropsy Punishes Two  
Strikers Who Violated Injunction.

## Steamship Signals for Aid.

The Forked River coast guard station reported yesterday afternoon a north-bound Panama line steamship was passing that point displaying the signals, "Distressed for want of coal." The vessel may be the steamship Gen. O. H. Ernst, which left Colon August 29 for New York.

Trapped in Chauffeur Fraud.  
Magistrate House in the Traffic Court yesterday sent George Vukta of 123 Kingston street to the Tombs for thirty days for applying to Samuel Grant, State Automobile Inspector, for a chauffeur's license under his brother Morris's name instead of his own.

## NEWPORT GREETES ITALIANS.

## Dreadnought Welcomed by Citizens and Officials.

NEWPORT, R. I., Sept. 4.—The Italian dreadnought Conte di Cavour, flagship of Rear Admiral Hugo Conte, arrived to-day from Boston. Admiral Conte was greeted by Mayor Mahoney and a committee of citizens and later made official calls on the commanding officers of naval stations and army posts.

Rear Admiral William S. Sims, U. S. N., president of the Naval War College, gave a dinner at his residence to-night in honor of Admiral Conte and officers of his ship.

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